



TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES

October 7, 2010, 10:00am – 1:00pm

Caltrans Headquarters, DCR, 1120 N St., Sacramento, CA

TBPOC – PMT pre-briefing, 10:00am – 11:00am

TBPOC meeting, 11:00am – 1:00pm

Attendees: TBPOC Members: Steve Heminger, Bimla Rhinehart, and Cindy McKim
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Michele DiFrancia, Don Fogle, Rich Foley, Asif Haq, Steven Hulsebus, Beatriz Lacson, Peter Lee, Brian Maroney, Bart Ney, Dina Noel, Ken Terpstra, and Jon Tapping
Part-time: Sajid Abbas (TYL/M&N), Craig Chatelain (AECOM), Eric Cordoba (SFCTA), Rich Hillis (SF Mayor's Ofc), Michael Tymoff (SF Mayor's Ofc) and Al Ely (M&N)

Convened: 10:50 AM

Items		Action
1.	CHAIR'S REPORT <ul style="list-style-type: none">S. Heminger, the Chair, indicated that he, A. Fremier and some BATA commissioners will be traveling to China in two weeks to check on the East End fabrication and to market bonds.	
2.	TBPOC/ABF/ TYLMN Discussion <ul style="list-style-type: none">a. Self-Anchored Suspension (SAS) Superstructure Mitigation and Acceleration Update<ul style="list-style-type: none">T. Anziano gave an update on the deck panel fabrication, segments 13 and 14 work, tower grillage and welding. Work is continuing at an accelerated pace and going very well.The next shipment of OBG 9 and Tower Lift 2 is expected to arrive on October 9.Tower lift 2 erection is scheduled for the third week of October, which will be another media event and visible to traffic.	

(continued)

Items	Action
<p>3. CONSENT CALENDAR</p> <p>a. TBPOC Meeting Minutes</p> <ol style="list-style-type: none">1) August 27, 2010 Conference Call Minutes2) September 2, 2010 Meeting Minutes <p>b. Contract Change Orders (CCOs)</p> <ol style="list-style-type: none">1) Yerba Buena Island Transition Structures No. 1 CCO 21-S1, Compensation for New National Pollution Discharge Elimination System (NPDES) for the Storm Water Protection and Prevention Plan (SWPPP) Permit - \$2,550,060	<ul style="list-style-type: none">• The TBPOC APPROVED the Consent Calendar, as presented.
<p>4. PROGRESS REPORTS</p> <p>a. Draft Project Progress and Financial Update September 2010</p> <ul style="list-style-type: none">• P. Lee reported that the final Project Progress and Financial Update September 2010, which the PMT approved through TBPOC-delegated authority, will go out in the BATA packet today without current expenditure data due to Caltrans' transition to a new accounting system.	<ul style="list-style-type: none">• The TBPOC confirmed APPROVAL of the Project Progress and Financial Update September 2010 by the PMT through TBPOC-delegated authority.
<p>5. SAN FRANCISCO-OAKLAND BAY BRIDGE (SFOBB) UPDATES</p> <p>a. SAS Update</p> <ol style="list-style-type: none">1) Light Poles<ul style="list-style-type: none">• P. Lee provided an update on the procurement and fabrication of the light poles for the entire East Span of the SFOBB including the SAS.○ BATA awarded the purchase order and notice to proceed to the low bidder Valmont Industries, Inc. The Department agrees with the award.2) CCO 167 (LED Light Fixtures)<ul style="list-style-type: none">• T. Anziano presented, for TBPOC approval, CCO 167 which changes	<ul style="list-style-type: none">• The TBPOC APPROVED CCO 167 for an amount not to

(continued)

Items	Action
<p>the SAS cable, tower and deck-mounted light fixtures from metal halide to LED lights, for an amount not to exceed \$1,200,000.</p> <ul style="list-style-type: none"> • The SAS contractor will select a supplier to fabricate the fixtures based on field demonstrations of three suppliers and Department input. 	<p>exceed \$1,200,000, as presented.</p>
<p>b. Yerba Buena Island (YBI) Detour</p> <p>1) Update</p> <ul style="list-style-type: none"> • T. Anziano reported that the job is basically complete. 	
<p>c. Yerba Buena Island Transition Structures (YBITS) No. 1</p> <p>1) City of San Francisco Update/YBITS1 Structural CCO</p> <ul style="list-style-type: none"> • T. Anziano introduced the City of San Francisco team and described additional CCO work that would change aesthetics, the cost for which is within the amount set forth in the Cooperative Agreement 4-2283 executed in March 2010, but would revise the schedule for it. • E. Cordoba, Project Manager, San Francisco County Transportation Authority (SFCTA), distributed a handout, for TBPOC information, on "I-80/Yerba Buena Island Westbound Ramps Project, Presentation to the TBPOC, Structural CCO for Ramp Connections", and summarized its contents and work schedule. ○ The CCO is consistent with the Cooperative Agreement, and all CCO costs will be borne by the San Francisco County Transportation Authority. • In the interest of time, E. 	<ul style="list-style-type: none"> • Although presented as an

(continued)

Items	Action
<p>Cordoba requested TBPOC approval to pass work-related documents to the contractor in order to identify cost, obtain pricing, and begin processing a CCO.</p> <ul style="list-style-type: none">○ T. Anziano indicated that the PMT supports the City and County of San Francisco in this effort, but to maintain distinction between the City's project and ours, a separate environmental report would be required. <p>d. Oakland Touchdown (OTD) No. 2</p> <ul style="list-style-type: none">1) Revised Detour and Staging Concept Update<ul style="list-style-type: none">• B. Maroney described the two alternative alignments currently being considered for the detour: Alignment #9 which avoids the billboards and cell phone towers on the OTD site; and Alignment #7 which requires full, permanent acquisition of 2 billboards and 2 cell phone towers. He presented the advantages of moving forward quickly, efficiently and safely with Alignment #9 as opposed to the merits of Alignment #7 presented by S. Maller.○ S. Hulsebus noted that the design exceptions are the same for both alignments. Bicycle/ pedestrian access to the bridge at time of opening varies by alignment.○ Discussion included a comparison between Alignment #9 and #7 as to cost, schedule, risk; billboard acquisition constraints; and impact of bike/pedestrian access• The following authorizations were requested with respect to	<p>informational item, the TBPOC APPROVED the City's request to issue documents to the contractor and begin processing a CCO, conditional on an approved environmental document for the project, an agreement that the City of San Francisco will pay to restore the structure to its original condition if the ramps are not built, and revising the Cooperative Agreement to reflect the additional CCO work.</p>

(continued)

Items	Action
<p>this work.</p> <ol style="list-style-type: none">1) Approval to advance the Temporary Oakland Touchdown Detour on Alignment #9.2) Approval to advance the Temporary Oakland Touchdown eastbound roadway and necessary associated work by contract change order (CCO) to MCM Construction. (This is not approval for the CCO, but just to advance the work in preparation for the CCO that would then be expected to be reviewed and approved.)3) Approval to advance the Oakland Touchdown permanent bridge work and associated work as part of the Oakland Touchdown 2 (OTD2) Plans, Specifications, and Estimate (PS&E) package that is being scheduled for competitive bidding.4) Approval to advance the Temporary Oakland Touchdown Detour westbound bridge widening, roadway, and necessary associated work by using an expedited process (short list bidding under a Director's order or CCO).5) Approval to advance the Oakland Touchdown work in accordance with the schedule labeled Alt 9 OTD EB Detour CCO & WB CCO, or alternatively, Alt 9 OTD EB Detour CCO & WB Short List Option.6) Approval to contract out parts	<ul style="list-style-type: none">• The TBPOC deferred Item 1, and APPROVED Items 2, 3, 4 (via CCO) and 6, as presented, and item 5 with revision (replace "or alternatively, Alt. 9" with "regardless of alignment").• The TBPOC requested additional information related to bicycle access and safety for both alignments.• The PMT to present the recommended alignment to the TBPOC at a conference call in one week or three weeks, as discussed.

(continued)


Items	Action
<p>of the design of the Temporary Oakland Touchdown Detour PS&E to T. Y. Lin and Parsons Brinkerhoff.</p> <ul style="list-style-type: none">○ The TBPOC indicated that they do not have sufficient information to decide on Item 1 (preferred alignment) and directed the team to further analyze the pros and cons of each alignment and present a more comprehensive evaluation of both options for PMT analysis and recommendation to the TBPOC as soon as possible. <p>2) OTD2 Bicycle Access Options</p> <ul style="list-style-type: none">• See item 5d1 above.	
<p>6 ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES</p> <ul style="list-style-type: none">• P. Lee provided updates, for TBPOC information, on the Antioch and Dumbarton Bridge Seismic Retrofit projects.<ul style="list-style-type: none">○ <u>Antioch Bridge</u>: Progress in field work is ongoing. A fabrication welding issue was described which may result in a CCO.○ <u>Dumbarton Bridge</u>: Field work is scheduled to start mid-October 2010.	
<p>7 OTHER BUSINESS</p> <ul style="list-style-type: none">• The next TBPOC meeting is a conference call in the next week or three weeks, prior to the November 9, 2010 meeting in Oakland.	

Adjourned: 12:05 PM

(continued)

TBPOC MEETING MINUTES
October 7, 2010, 10:00am – 1:00pm

APPROVED BY:



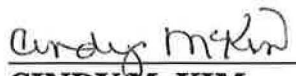
STEVE HEMINGER, TBPOC Chair
Executive Director, Bay Area Toll Authority

11/9/10
Date



BIMLA G. RHINEHART, TBPOC Vice-Chair
Executive Director, California Transportation Commission

11/9/10
Date



CINDY McKIM
Director, California Department of Transportation

11/9/2010
Date